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[a155]







## THE "HANKOW" DISASTER.

Little remains to add to our story of the dreadful catastrophe which took place in the early hours of Sunday when so many helpless people perished in the disaster which overtook the old but still popular *Hankow*. Dreadful as the results were, it is terrible to contemplate what would have happened had the cables which held the vessel melted under the force heat of the flames and the burning ship been carried by the westerly breeze among the shipping in the harbour. With the fire boat damaged by the typhoon, there would have been nothing available with which to follow her. That this danger was a real one was early brought to the notice of the band of workers engaged in fighting the flames, and Chief Inspector Baker very wisely directed one or two of the less powerful hose on the cables, and prevented them from melting. What the heat was like may be gauged from the fact that the nozzles of the hose were too warm to be held in the hand. It was also fortunate that the wind changed at the time it did, as it enabled the firemen to cope more effectively with the fire. Great commendation is due to the engine drivers, Sergeants Macdonald and Lee, both men keeping their engines going at full pressure from about three o'clock till after nine. When one engine broke down Mr. Lane, assistant engineer, speedily set it going again.

One Indian constable has the credit of saving no fewer than ten lives, while Mr. J. S. Ayles pluckily dived from the wharf and rescued several people from drowning.

Other bodies have been recovered, bringing the total up to 96, though it is certain that many more met their death during that awful stampede.

The two junks burned, one of which we previously mentioned, took fire while engaged in the work of rescue. When they saw the flames leaping above the deck of the *Hankow*, the masters of these two boats hastened to the assistance of their compatriots. One junk, after landing 100 passengers on the *Praya*, set back to the burning vessel for a second load, but when about 30 more had boarded her she lit up, and all had to jump overboard. The second junk rescued seven in her first trip, but shared the same fate as the first when she put off the second time, and again the terror-stricken passengers had to go over the side.

The *Hankow*—whose hull is intact, merely her superstructure being destroyed—was towed out beyond Chinwan where the debris was dumped overboard. She was then towed to Aberdeen Dock for re-fitting.

## DOCK CARPENTERS ON STRIKE.

The labour difficulty at the Kowloon Dock is unchanged. It was expected that the carpenters would have resumed work by this time, but certain influence has apparently been brought to bear upon them with the result that they will remain on strike. A meeting of the employers concerned with shipbuilding was held last week with a view to arranging concerted action in dealing with the men. As the employees accepted the terms of the Chinese employers, to give an additional ten cents per day for two months, the desired arrangement was not effected. The Dock Company is in a different position, as the carpenters demand an extra twenty cents per diem. It is believed that the men have some organisation behind them, notwithstanding the fact that their old guild was broken up.

## A FORTUNATE ESCAPE.

A blind Chinese woman had a miraculous escape in Queen's Road on Saturday afternoon. She was crossing the road and got in the front of an approaching car. Hearing the noise she quickened her pace to get off the track but the poor woman did not know that another car was coming in the opposite direction. The driver was of course unaware of the presence of the woman and could not pull up when he saw her suddenly appear in front. She was knocked down but was happily caught by the guard and carried in safety till the train stopped, though the sound of the wheels passing over her head and the cries of the people to her rescue were all around her. She was much shaken but was uninjured.

## TROUBLESOME INDIAN SOLDIERS.

The native soldiers stationed in Kowloon are not doing their best to rehabilitate themselves in the good opinion of the public. Following the charges of misconduct brought against them some little time past, when they were alleged to be guilty of mistreating Chinese, two of them are now said to have assaulted a European living near A Nin Road early on Sunday morning. The gentleman, who is very well known, was disturbed by hearing sounds at the rear of his house. Suspecting marauders, he went out and found two Indian soldiers on his premises. He ordered them away and when they refused he went to turn them out. Then they used the rifles which they were carrying. One of them attempted to strike him over the head but he guarded with his arm, which was badly hurt in consequence. What is being done in the matter is not known but it is not unlikely that the incident will be brought under the notice of the Governor.

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## SUPREME COURT.

Monday, October 16th.

IN SUMMARY JURISDICTION.  
BEFORE MR. A. G. WINE (PUNISHMENT JUDGE).

## STUCK OUT.

The Chuen Hing firm sued Leung Teung-tung and others to recover \$725.93 for goods sold and delivered by the plaintiffs to the Kung Sin firm.

Mr. P. B. Deacon (of Messrs. Deacon, Looker and Deacon) who appeared for the third defendant asked his Lordship to dismiss the action against him. The speaker had given notice to Mr. Harding, the plaintiff's solicitor, that his Lordship suggested, and was informed that Mr. Harding was no longer instructed.

His Lordship—Mr. Harding's plaintiff all round?

Mr. Deacon—Yes, and he is not here.

His Lordship—Is anyone appearing for the other defendants?

Mr. Deacon—No. One is bankrupt and the other has not been served.

His Lordship—Well, I will strike the case out with costs, and they can fight it out among themselves.

## CLAIM FOR BOARD.

Tsai Chik nam claimed from John Herd and Yung Sing-kin the sum of \$1,000 being balance of price agreed for board and lodgings of the first defendant from September or 28th, 1905, to September 28th, 1906.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, Mr. E. J. Grist (of Messrs. Wilkinson and Grist) for the first defendant, and Mr. E. P. Hett (of Messrs. Brutton and Hett) for the second defendant.

His Lordship said the first defendant could not be sued under the agreement in the writ.

Mr. Gardiner—I don't think I have released him by this amendment.

His Lordship—But I don't think you can sue him.

Mr. Gardiner—I will prove to your Lordship the agreement was that if the first defendant did not pay the second would.

Mr. Grist—He ought to sue on guarantee.

His Lordship—The only person you can sue on that writ is the second defendant. You cannot sue the first, as he has never promised to pay to any as I can see.

Mr. Gardiner—I am not promising the case against the first defendant.

His Lordship—My own impression is that there must be judgment for the first defendant.

Mr. Gardiner—I don't mind.

His Lordship—Very well. Now, after eliminating the first, are you correct in your form of proceeding against the second?

Mr. Gardiner—I am suing on a promise made on September 28th, last year, at the time when Mr. Herd took up his quarters at the Stag Hotel.

His Lordship—Perhaps we had better go on with that.

Mr. Gardiner said Mr. Herd, the first defendant, was engaged by the Wong Yik Company under contract to come over here from British Columbia to superintend the construction of saw mills at Canton. He arrived over twelve months ago and had been here ever since with out, he believed, receiving any remuneration although under his agreement he was to be paid \$40 a month. The second defendant, Mr. Gardiner understood, had an interest in the Wong Yik Company.

Mr. Hett—I understand that is not so.

Mr. Gardiner—The Wong Yik Company used the Man Yik Tong, of which the second defendant is owner, as its headquarters.

Mr. Herd has been staying at the Stag Hotel since his arrival on September 28th, 1905, and on the evening of that day the second defendant accompanied him to the hotel to engage his room.

His Lordship—Is the plaintiff the proprietor of the hotel?

Mr. Gardiner—Yes, my Lord.

Continuing, Mr. Gardiner said the arrangement was that \$100 should be paid for the room engaged, including board and lodgings. The No. 1 boy, who was present when the arrangement was made, said he did not know Mr. Herd, and would require a month's payment in advance. The second defendant said if the account was sent to the Man Yik Tong he would see that it was paid and he made an entry in the hotel book to the effect that he would hold himself liable. When Mr. Herd was asked for money he referred the hotel people to Man Yik Tong. The account was then submitted to that firm, and on October 31st the first month's board was paid. The second month's money was also paid, but after that, although the plaintiffs continually applied to the second defendant they had never received a payment.

When evidence in support of the plaintiff's case had concluded Mr. Hett said it was true that his client accompanied the first defendant to the Stag Hotel on his arrival in the Colony. The question was then raised as to payment and the second defendant told the hotel proprietor that if he would forward the accounts to him at the Man Yik Tong he would remit them to Canton and pay when he received the money.

When the second defendant was pressed by the manager of the Stag Hotel for a third instalment he told the sheriff that he was not going to accept any more responsibility, and to make himself doubly sure on that head, he wrote a letter to that effect to the proprietor of the Stag Hotel on the same day. The entry in the hotel book that letter was sent was signed by the manager of the hotel. Mr. Hett had paid the sum of \$37, the amount his client admitted owing, into Court.

After Mr. Lobo, manager of the hotel, got into the box and swore that he had received the letter which plaintiff denied receiving.

His Lordship asked—Do you think you can carry on much farther, Mr. Gardiner?

Mr. Gardiner—I don't think I can, your Lordship, but as the arrangements were monthly, I submit that the second defendant is liable for a month's board.

His Lordship did not agree and gave judgment for the amount paid into Court with costs up to the time of payment in.

## THE VOLUNTEER CAMP.

Those who believe that the Camp merely stands for a good time to the men who attend would be distressed to find that opinion were they to see the Volunteers at work. Then they would know something of the strenuous life as it is lived at Stonecutters. Visitors are of course familiar with the lighter side of the "soldiering". They only see the men when they are enjoying their relaxation.

Yesterday for instance was a busy day. Brought to the guns at six o'clock in the morning, the Volunteers were put through their paces with a rigour that quickly discovered those who were not in form, and many breathed a sigh of relief when the considerate Commandant passed the word to "slack off" a bit and give the men an opportunity of learning the mechanism of the guns.

Breakfast over saw most returning to Hongkong for business, but those who remained were not allowed to be idle. They were occupied in learning gun laying. When a considerable number had returned in the afternoon, gun drill, quite as exacting as before, was engaged in, and those who were not for guard duty, set down to dinner with keen appetites. A little recreation followed, and the majority sought that repose, which hard work and bracing air had awakened. True, a few of the more rollicking spirits did not take things quite so quietly, but still the camp maintains its character for orderliness and general good conduct.

It should be added that the engineers are again doing excellent work by keeping the encampment illuminated by electric light.

## DISCIPLINE AT SEA.

The new Board of Trade instructions permitting the interference of an official of a Trades Union in wages disputes between a Master and his seamen which in the past have been arbitrated upon by the Superintendent of the Mercantile Marine Office alone, have excited widespread indignation in shipping circles. The Merchant Service Guild as representing over 10,000 Captains and Officers of Merchant ships have protested most strongly against this proposal, holding that there is the least necessity for such a step owing to the fact that in the past the Superintendents of Mercantile Marine Offices have usually been unduly biased in favour of the seamen. It now appears that the Local Marine Board of Aberdeen have adopted a resolution declining under the authority given to them under the Merchant Shipping Act, to authorise its being carried out at that port. The London Local Marine Board have also resolved to acquaint the President of the Board of Trade that the matter is within the statutory jurisdiction of the Local Marine Boards and not of the Board of Trade. In forwarding a copy of the resolution of the Aberdeen Local Marine Board to the other Local Marine Boards in the United Kingdom urging them to take similar action, the Guild regard the proposal of the Board of Trade as a most mischievous and dangerous one. They state that there is already a woeful amount of insubordination in the Merchant Service which is not only inimical to the interests of the Merchant Service, but to the safety of life at sea. Unless some very firm action is taken by the different authorities the Guild is of opinion that more deplorable results are certain to arise. They trust that they may have the valuable co-operation of the other Local Marine Boards in checking what they characterise as another step in the direction of stopping any semblance of discipline at sea, without which it will be impossible to run our ships in the future. It may be added that the Local Marine Boards of Cardiff and Newcastle-on-Tyne have adopted resolutions similar to that of the Aberdeen Board.

## DEATH OF MR. WILLIAM COWAN.

We regret to record the death of Mr. William Cowan, architect and surveyor, in charge of H. B. M. Office of Works in China, Japan and Corea, at the Shanghai General Hospital on October 7th. Mr. Cowan, who was fifty-one years of age, entered the public service in 1878, and held several important positions in the department in England. He went to Shanghai to take charge of the interests of H. B. M. Office of Works in China, Japan and Corea in 1896. His duties necessitated a good deal of travelling in the countries mentioned, and he arrived in Peking in time to be detained by the siege of 1900. Mr. Cowan was a Freemason and a kind-hearted and popular man. He had many friends throughout the Far East, who will deplore the loss of a sympathetic and genial acquaintance. The cause of death was dysentery with complications, and he deceased had only been indisposed for about a week.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.50 a.m.—Barometric changes are slight.

The area of high pressure is still lying over S. Japan, and the lowest pressure is over the middle part of the China Sea and the Pacific towards the S. of the Loochees.

Fresh gale is indicated in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. winds fresh; fair.

Formosa Channel S.W. breeze No. 1.

South coast of China between Hongkong and Lamook S.W. breeze No. 1.

South coast of China between Hongkong and Hainan S.W. breeze No. 1.

## THE CAPTURE OF YAH KADER.

The *N. C. Daily News* of Oct. 10th says:—This notorious ruffian, escorted by soldiers of the 8th Borneo Corps, under their "reformed" officers, Lin and Choo, arrived in Shanghai on Monday, and was at once taken to the Tachai's prison. H. E. Jui Ching ordered Yuh Kader to be loaded with an extra pair of handcuffs and leg-irons to make things sure and to be confined for safety in the innermost section of the Shanghai Magistrate's prison, where a strong guard was detailed to patrol the prisoner's cell, and to shoot down any one who attempted to communicate with the prisoner. There are several versions as to how Yuh Kader was captured, which we need not enter into at present, the main fact being that the man is really a prisoner and confined in the Shanghai Magistrate's prison.

At his "trial" yesterday, when asked by the Magistrate why he was such a scoundrel and had committed so many murders, Yuh Kader replied that he was now a poor man and deserted by his friends. He had committed no murders. The crime laid to his charge were committed by ruffians who, to save themselves, alleged that he (Yuh Kader) had committed the crimes. A special messenger has been sent to the Viceroy at Nanking to ask permission that Yuh Kader may be immediately executed, as he is an attempt at rescue. As the prisoner is chained hand and foot closely to a bamboo pole, so that he is unable to bend his body, there is little probability of escape or rescue. The reply from the Viceroy at Nanking is expected to reach here in two days' time, and the execution will take place immediately if permission is given.

Yuh Kader, alias Choo Ah-tien, was arrested at Haimen, near South Tientsin, by Lin Teh-sheng, a lieutenant in the Fuhai battalion of the T'aih Lahu Lake Salt Excise Corps. This Lin Teh-sheng is a "reformed" salt smuggler, who at first was badly wanted by the authorities and who, finding the law was in imminent danger of capture, gave out that he had "repented" and wished to join his former enemies of the salt Excise, showing the sincerity of his desire by offering to deliver up to the authorities a certain Tung Hoi-tsing, a notorious chief of the salt smugglers and a former comrade. This was about five years ago. The authorities accepted the offer and Tung Hoi-tsing was in due time betrayed to them by the "reformed" smuggler. In the case of Yuh Kader, with the \$3,000 reward on his head, the man was invited the other day by Lin Teh-sheng to meet him at South Tientsin, with the assurance that he (Lin) would protect him against arrest if he (Yuh) would "reform" and join the battalion in some sort of character. This was of course a lure to inveigle Yuh Kader into his (Lin's) hands, so as to enable him to gain the \$3,000 reward. As it turned out Yuh Kader walked into the trap, went to South Tientsin, where he was met by a number of "friends" and instructed to deliver up to the authorities a certain Yuh Kader, alias Choo Ah-tien. Arrived there Yuh was well treated by Lin Teh-sheng's men, but of course was not allowed to go away again. All this time Yuh had no suspicion of his intended betrayal. As soon as Lin Teh-sheng was informed of the success of his strategy he left South Tientsin at once for Tientsin and welcomed Yuh to the fold. I in this promised Yuh to go with him to South Tientsin to see the Governor, H. E. Choo Kuei-ling, and beg for the latter's kind protection. This Yuh Kader did, but it is, perhaps, needless to say that he never had the chance of seeing the Governor. We now understand that the Shanghai Tachai has sent the chief of his police to South Tientsin to bring Yuh Kader to Shanghai for trial.—*N. C. Daily News*.

## GERMAN STEAMSHIP CAPITAL.

## ANOTHER ISSUE.

Following on the announcement that the Hamburg-America Company propose to increase their capital by £1,000,000 comes the intimation that the Norddeutscher Lloyd Company contemplate an addition to their capital to the sum of £1,250,000. The case is not one of sanitation merely. It is said, indeed, that the Norddeutscher Lloyd directors met before the Hamburg-Merica Company's proposal was known, but found that they had not a quorum and consequently the meeting was postponed for eight days. In the meantime the Hamburg-America Company had decided on their issue of new capital. It is not regarded as a case of one company desiring to forestall another, although these two issues, coming practically together, have naturally created for the time being a temporary depression in the market for German steamship shares. The present capital of the Norddeutscher Lloyd is £3,000,000 and it has Debenture issues representing £2,750,000.

The rapid development of the Norddeutscher Lloyd service does not justify the new issue. For their fast Atlantic traffic from Bremen to New York the company are shortly putting on another swift steamer of the same type as the Kaiser Wilhelm II., to be named the Kronprinzessin Cecilie. This will make four vessels of this class, and the company will be able to maintain a regular weekly service with steamers of an average speed of 22 knots, or their sister Atlantic service, the company are building, also at Stettin, a very fast steamer to be named the Washington. In the last two years the Norddeutscher Lloyd has made some striking developments in the Mediterranean, establishing new services from Marseilles to Alexandria, via Naples, and between Genoa and the Levant. In other directions the company is also making progress. The company, after their fast Atlantic traffic from Bremen to New York, the company are shortly putting on another swift steamer of the same type as the Kaiser Wilhelm II., to be named the Kronprinzessin Cecilie. This will make four vessels of this class, and the company will be able to maintain a regular weekly service with steamers of an average speed of 22 knots, or their sister Atlantic service, the company are building, also at Stettin, a very fast steamer to be named the Washington. In the last two years the Norddeutscher Lloyd has made some striking developments in the Mediterranean, establishing new services from Marseilles to Alexandria, via Naples, and between Genoa and the Levant. In other directions the company is also making progress.

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## PHOTO SUPPLIES

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes A.B.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

WE have Established Ourselves, To-day under the Firm Name **ULDERUP & SCHLUTER**, Hongkong, GENERAL MERCHANTS AND ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER.  
Office 1 & 2, Beaconsfield Arcade,  
Hongkong, 15th October, 1906. [1919]

## NOTICE.

**PARTIAL CLOSING OF BOWEN ROAD.**

IT IS HEREBY NOTIFIED that, on account of repairs to the Tylton Conduit, Bowen Road will be CLOSED to all except foot traffic, from the 16th to the 21st instant inclusive, between Wanchai Gap Road and the Road to Tylton.

W. CHATHAM,  
Director of Public Works.  
Public Works Department,  
Hongkong, 15th October, 1906. [1620]

## TO LET.

**ONE GODOWN** at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—**JARDINE, MATHESON & CO.**  
Hongkong, 16th October, 1906. [1822]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**

"KAMBAANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m., the 16th inst., will be landed at Consignees' risk and expense. Claims for damage to Cargo landed into Godown at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.**  
General Managers.  
Hongkong, 15th October, 1906. [18]

**S.S. "AUSTRALIAN,"**  
COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE.

**CONSIGNEES** of Cargo from London ex s.s. *Bayard*, from Bordeaux ex s.s. *Ville de Marseille*, in connection with above steamer are hereby informed that their Goods, which are being landed and stored at their risks into the Godowns and extra Godowns at Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 22nd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd Oct., at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX,  
Agent.  
Hongkong, 15th October, 1906. [2]

**THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT**

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

The New All-British Mail Service.

Indian Police in China.

Two Chinese Sensations.

British Trade in Korea.

The Englishman's Masters.

Safety of River Steamer Passengers.

The Kaitung Jews.

Hongkong Legislative Council.

St. Andrew's Church, Kowloon.

European Police Despatches.

Supreme Court.

Serious Charge Against Prison Warden.

Hongkong Corinthian Yacht Club.

Lock Carpenters' Strike.

Stein Across the Harbour.

Typhoid News.

Hongkong Typhoon Relief Fund.

The Hongkong Typhoon.

Canton.

Macao.

Portuguese General Dionisio Macao Steamer.

On the Kowloon-Canton Railway.

Hongkong's Maritime Losses.

Intercept Rifle Match.

The Latest Match.

Sensational Jewel Robbery at Shanghai.

Another Kwangtung Murder.

S.S. "Hankow" on Fire.

Powell & Co., Ltd.

Public Companies and Hongkong.

The Late Bishop Hoare.

The Police Trouble at Shanghai.

Krauss at Shanghai.

Customs Question Settled.

South Manchuria Development Co.

Miscellaneous.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or 51 Cents for three copies.

Subscription: \$12 per Annum, payable in advance; postage 52.

Hongkong, 16th October, 1906.

## NEW ADVERTISEMENT

## SPORTING CARTRIDGES.

## A STOCK OF ELEY'S always on hand.

**YICK CHEUNG,**  
Gunsmith,  
326, Queen's Road, Central  
Hongkong, 16th October, 1906. [1921]

## INTIMATIONS

## NOTICE.

**THE OFFICES** of the Undersigned have This Day been REMOVED to No. 6, ICE HOUSE STREET.

**TATA & CO.**  
Hongkong, 15th October, 1906. [1918]

## NOTICE.

**NEW KINGSDALE** will be Opened as a PRIVATE HOTEL on December 1st next. Plans of the above House together with all Particulars can be seen any day between 2 p.m. and 7 p.m. on and after the 22nd instant.

Apply—**Mrs. G. SACHSE,**  
St. George's House,  
Hongkong, 15th October, 1906. [1917]

## NOTIFICATION.

**BRITISH SUBJECTS** who have left behind immovable property within the Jurisdiction of the GOVERNOR GENERAL OF KWANTUNG are hereby informed that applications for the establishment of their Rights in connection with such property may be made in writing to the JAPANESE FOREIGN OFFICE through the medium of H.B.M. AMBASSADOR at Tokyo.

All applications are to be accompanied by documentary proof giving a list of the property, its nature, quantity, and value, and the date of acquisition. The application should be in Japanese, but when absolutely necessary, it may be made out in English or French.

**R. W. MANSFIELD,**  
H.B.M. Consulate-General,  
Canton, 11th October, 1906. [1919]

## HARBOUR MASTER'S DEPARTMENT.

**INFORMATION** has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On MONDAY, the 22nd October—  
From Stonecutters' Island, North shore, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 6 a.m., and finishing at 8 a.m.

On SATURDAY, the 27th October—  
From Stonecutters' Island, North shore, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 2.30 p.m., and finishing at 5 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the ranges.

**E. JONES,**  
Assistant Harbour Master, &c.  
Hongkong, 9th October, 1906. [1896]

## SANITARY BOARD OFFICE, Hongkong.

## TO the OWNERS OF DOMESTIC BUILDINGS.

**TAKE NOTICE** that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIMED-WASHED THROUGHOUT by the owner during the months of September and October, N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircases, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East, and Tank Lane and Cleverly Street, on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mutai Reservoir to the Northern boundary of Kowloon.

**G. A. WOODCOCK,**  
Secretary.  
Dated this 2nd day of October, 1906. [1897]

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

**TAKE NOTICE** that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
**W. BOWEN-ROWLANDS,**  
Secretary.  
Hongkong, 7th July, 1906. [1891]

## INTIMATIONS

## A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS On the 18th, 19th and 20th October, at 2 p.m.

OF LADIES' and CHILDREN'S UNDER-CLOTHING, DRESSES, &c.; with LAURE and EMBROIDERY made by the inmates of the Convent, as well as other Ornamental Articles. The articles will be all priced.

The Superintendess hopes to receive a large share of the public patronage and acknowledges the many proofs she had had of their Kindness and Charity.

## ITALIAN CONVENT,

23, Cause Road,  
Hongkong, 15th October, 1906. [1915]

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

**THE TWENTY-FIFTH ORDINARY MEETING** of Shareholders will be held at the Offices of the Undersigned at 12 o'clock (Noon) on SATURDAY, the 21st instant. The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 21st instant, both days inclusive.

**JARDINE, MATHESON & CO.,**  
Canton Insurance Office, Ltd.  
Hongkong, 3rd October, 1906. [1843]

## AUCTION

## PUBLIC AUCTION.

**THE Undersigned** have received instructions from Mrs. BARNES-LAWRENCE, to sell by Public Auction,

**TO-DAY (TUESDAY)** the 16th October, 1906, at 2.30 p.m., within her Residence, the "CHALLET," Peak,

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE, THREEIN CONTAINED—

Comprising:—TASTEFULY COVERED EASY CHAIRS, OVERMANTLED with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD and DINNER WAGON with BEVELLED GLASS, GLASS CROCKERY and E.P. WARE, SINGLE IRON BEDSTEAD with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, BUREAU, CHEST-OF-DRAWERS, &c., &c., &c.

One COTTAGE PIANO by E. KRAMER, Stuttgart.

And A large quantity of BOOKS.

Catalogues will be issued.

TERMS—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 15th October, 1906. [1916]

## INSURANCES

## NORTH BRITISH AND MEROAN FIRE INSURANCE COMPANY.

**TOTAL FUNDS** at 31st DECEMBER, 1905 £17,837,119.

1. AUTHORIZED CAPITAL... £5,000,000  
2. SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
3. FINE FUNDS... 3,389,720 19 8

## The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

## SIRWANT TOMES &amp; CO., Agents.

Hongkong, 11th July, 1906. [1349]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHATELLE.

**THE Undersigned**, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**KRUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1907. 311

## THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

**THE Undersigned**, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 13th August, 1906. [1585]

## L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

**THE Undersigned**, having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 1st January, 1904. 24

## TO LET

## TO LET.

**"DURBAR HOUSE"** in GRANVILLE ROAD, Kowloon. Moderate Rental.

Apply to—**SPANISH PROCUATION,**  
Hongkong, 11th October, 1906. [1892]

## TO LET.

## OFFICES in King's Building and York Building.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRATA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE. FLATS in MORETON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.**  
Hongkong, 1st March, 1906. [1524]

## TO LET.

## 150, MAGAZINE GAP, PEAK. A

Five-Roomed House, Low Rental. A FOUR-ROOMED HOUSE in HUNG PHRETS AVENUE, Kowloon, Well-Furnished.

Apply to—**AHMED RUMJAHN,**  
2, Padder Street.  
Hongkong, 3rd October, 1906. [1873]

## TO LET

## TO LET.

**2ND FLOOR** No. 12, Queen's Road Central.

Apply to—**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 1st June, 1906. 501

## TO LET.

**"IRANEE BUNGALOW,"** Kimberley Road, Kowloon. Tennis Court attached.

Apply to—**ARRATON V. APCAR & Co.,**  
45, Wyndham Street.  
Hongkong, 14th July, 1906. [1414]

## TO LET.

**No. 2, MACDONNELL ROAD.**

Apply to—**COMPRADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. [180]

## TO LET OR FOR SALE.

## BISHOP'S LODGE, PEAK.

Apply to—**LINSTEAD & DAVIS,**  
Hongkong, 26th September, 1906. [11792]

## TO LET.

(EITHER IN WHOLE OR IN PART).

## "THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—**E. M. HAZELAND,**  
No. 35, Queen's Road Central,  
or to  
**WING-ON, Contractor,**  
No. 34, D'Aguiar Street.  
Hongkong, 19th July, 1906. [1436]

## TO LET.

## HOUSES in GRANVILLE and AUSTIN AVENUE, Kowloon.

FLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LD.,**  
Agents.  
Hongkong, 25th September, 1906. [390]

## HONGKONG CLUB

## TO LET.

**TWO ROOMS** on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—**C. H. GRACE,**  
Secretary.  
Hongkong, 28th May, 1906. [1156]

## TO LET.

## A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT AGENCY CO., LD.,**  
Hongkong, 1st August, 1906. [179]

## TO LET.

## NEW EUROPEAN HOUSES in

Humphreys Avenue and Carnarvon Villas, Kowloon.

Apply to—**HEWAN & Co.,**  
15 & 16 Connaught Road, West.  
Hongkong, 1st August, 1906. [1506]

## TO LET.

## "BROOKHURST" PEAK, Newly Painted

and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

No. 3, CAMERON VILLAS, PEAK.  
No. 7, DES VEAUX VILLAS, PEAK.  
No. 3, ARBUTHNOT ROAD, Central Locality.

## No. 2, DES VEAUX VILLAS, PEAK.

Newly repaired, Painted and Colour-washed. No. 2, CONDUIT ROAD.

ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, Macao.

FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Oldbrook, Macgregor's).

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

## Apply to—

## LINSTEAD &amp; DAVIS.

3rd Floor, Alexandra Buildings.  
Hongkong, 24th July, 1906. [1193]

## TO LET.

## EUROPEAN SHOPS, OFFICES and

GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—**HO TUNG,**  
Compradore's Department,  
Jardine, Matheson & Co.  
Hongkong, 27th September, 1906. [11798]

## TO LET.

## No. 8, KNOTSFORD TERRACE.

Kowloon. Furnished or Unfurnished. Immediate possession.

Apply to—**HONGKONG LAND INVESTMENT AGENCY CO., LD.,**  
Hongkong, 3rd October, 1906. [1844]

## TO LET.

## (Possession from 1st July, 1906).

**No. 13, GAGE STREET, 8-Roomed House,** with a Godown.

Apply to—**E. A. & C. F. DE CARVALHO,**  
14, Arbuthnot Road.  
Hongkong, 13th June, 1906. [1270]

## TO BE LET OR SOLD.

## GODOWN, Built of Brick with Tiled Roof.

Just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—**"K,"**  
Care of "Daily Press" Office.  
Hongkong, 30th May, 1906. [1177]

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL... £1,500,000  
SUBSCRIBED... 1,125,000  
PAID-UP... 562,500  
RESERVE FUND... 135,900

## LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits—

For 12 months... 4 1/2 %  
" 6 " 3 1/2 %  
" 3 " 3 %

**E. ORMISTON,**  
Manager.  
Hongkong, 26th March, 1906. 26

## HONGKONG &amp; SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL... \$10,000,000  
RESERVE FUND... \$10,000,000  
SILVER RESERVE... 10,250,000  
RESERVE LIABILITY OF PROP'ORS \$10,000,000

## COURT OF DIRECTORS.

**A. HART,** Esq., Chairman.  
**G. H. MEDHURST,** Esq., Deputy Chairman.  
**G. H. MEDHURST,** Esq., A. J. Raymond, Esq.,  
**G. H. MEDHURST,** Esq., R. Shearer, Esq.,  
**G. H. MEDHURST,** Esq., N. A. Siebs, Esq.,  
**G. H. MEDHURST,** Esq., H. E. Tomkins, Esq.,  
**G. H. MEDHURST,** Esq., D. M. Nissim, Esq.,

## CHIEF MANAGER

Hongkong, J. B. M. SMITH

## ACTING MANAGER

Shanghai—W. ADAMS ORAM.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two per Cent. per Annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

**H. E. R. HUNTER,**  
Acting Chief Manager.  
Hongkong, 17th September, 1906. 23

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... 36,000,000

## HEAD OFFICE—SHANGHAI.

## BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Peking, Tientsin, Yokohama, Singapore.

## Founded by the following Banks and Bankers—

KONIGLICHE BERGHAENDLUNG (PREUSSISCHE STAATSBANK) Berlin.  
GERBILLOTT & CO.  
DEUTSCHE BANK  
B. LEICHTENBERG  
BETTLER & HANDEL  
GERBILLOTT & CO.  
BANK FÜR HANDEL UND INDUSTRIE  
ROBERT WASSERHAUSEN & CO.  
M. A. VON ROTHSCHILD & SOHN.  
BOEHME  
JACOB S. H. STERN  
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.  
SAL. OPPENHEIM, JR. & CO., KÖLN.  
HAYKISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

## LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

## DEUTSCHE BANK (BERLIN), LONDON AGENT:

DIRECTOR DER DISCOUNT GEBILLOTT & CO.

## INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

**HUGO SUTER,**  
Manager.  
Hongkong, 4th October, 1906. [57]

## HONGKONG SAVINGS BANK.

**THE Business** of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Notes may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
**H. E. R. HUNTER,**  
Acting Chief Manager.  
Hongkong, 30th May, 1906. 24

## THE BANK OF TAIWAN LIMITED

## (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED... Yen 5,000,000  
CAPITAL PAID-UP... 2,500,000

## HEAD OFFICE: TAIPEH, FORMOSA.

## BRANCHES AND AGENCIES:

Amoy, Anqing, Foochow, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Yokohama.

## HONGKONG OFFICE:

3, Des Vaux Road.

## Interest allowed on Current Account.

Deposits received on terms which may be learned on application.

**D. TOIDOW,** Manager.  
Hongkong, 1



## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINCESS ALICE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-MORROW MORNING.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th Oct., at 9.30 A.M.

All Claims must reach us before the 22nd Oct., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 8th October, 1906. [15]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP  
AND LONDON.

## THE Steamship

"FLINTSHIRE,"  
Captain G. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Oct., at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 12th October, 1906. [1907]

## THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"SIAM,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 19th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LTD.,  
MELCHERS & CO.,  
Agents.  
Hongkong, 13th October, 1906. [1857]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## IN LIQUIDATION.

## TIME TABLE

| WEEK DAYS                |                  |
|--------------------------|------------------|
| 7.00 a.m.                |                  |
| 7.30 a.m. to 9.30 a.m.   | Every 10 minutes |
| 9.30 a.m. to 11.00 a.m.  | Every 15 minutes |
| 11.00 a.m. to 12.45 p.m. | Every 15 minutes |
| 12.45 p.m. to 1.15 p.m.  | Every 15 minutes |
| 1.15 p.m. to 1.45 p.m.   | Every 15 minutes |
| 1.45 p.m. to 2.15 p.m.   | Every 15 minutes |
| 2.15 p.m. to 2.45 p.m.   | Every 15 minutes |
| 2.45 p.m. to 3.00 p.m.   | Every 15 minutes |
| 3.00 p.m. to 5.00 p.m.   | Every 15 minutes |
| 5.00 p.m. to 5.30 p.m.   | Every 15 minutes |

NIGHT CARS.  
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every 15 minutes.

SATURDAY.  
Extra cars at 11.30 p.m. and 11.45 p.m.

SUNDAY.  
7.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every 15 minutes.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS,  
Liquidators.

Hongkong, 27th August, 1906. [1824]

## JUST PUBLISHED.

## NOW ON SALE.

## THE FIFTY YEARS

## ANGLO-CHINESE CALENDAR

## 日曆英中 年十五

From 1st JANUARY, 1861 to 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF KWANG SU.

PRICE 32 CASH.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1811

## BOARD AND RESIDENCE

## FIRST-CLASS BOARD &amp; RESIDENCE

## "DRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate. Apply to—Mrs. F. W. WATTS, "Draeside," 20, Macdonnell Road (late of "Tang Yuen").

Hongkong, 27th June, 1905. [43]

## BOARD AND RESIDENCE.

## MRS. GILLANDERS

"GLENWOOD,"  
27, CAINE ROAD,  
Hongkong, 20th September 1906. [1751]

## INTIMATIONS

## LESSONS IN FRENCH &amp; ENGLISH.

EXPERIENCED TEACHER gives Lessons in FRENCH and ENGLISH. Apply—OMEGA, Care of "Daily Press" Office, Hongkong, 11th October, 1906. [1804]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.  
Call Flag—W.

J. W. KEW,  
Hotel Massillon, 3rd Floor,  
Hongkong, 8th August, 1905. 1712

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A. A. R. C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 714  
Width of Entrance on Top... 364  
Width of Entrance on Bottom... 384  
Water on Blocks at Spring Tide... 344

DOCK No. 1.  
Extreme Length... 523 feet  
Length on Blocks... 513  
Width of Entrance on Top... 88  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 61

DOCK No. 2.  
Extreme Length... 571 feet  
Length on Blocks... 561  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

PATENT SLIP.  
Suitable for vessels up to 1,000 TONS.

LATEST PLANTS AND APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steam "GURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for service.

Short Notice. 1175

Cunliffe, The Power Experts.  
Russell & Co.

10 & 12, Place de la Bourse,  
SECURITIES ISSUED BY PARIS  
European Gov'ts and  
Municipalities offering  
prospects of immense returns.  
To be purchased for cash or on the  
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in French securities in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Receipts drawn up in English. Holders of down Bonds advised at once. Prices collected free of charge. Bonds purchased at sight. Loans granted on French Bonds. Services continue until last French draw. All transactions confidential.

1556

MARTIN'S  
APIOL & STEEL  
PILLS

A French Remedy for all Irritations. Especially for a boy of 15 years of age. It is the best of all remedies for the system. It is the best of all remedies for the system. It is the best of all remedies for the system.

63

SANTAL MIDY  
These tiny Capsules—superior to Copaiba, Cubeb, and Injection—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY

LADIES' REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APIOLINE  
CHARTEAU

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAU, 8, r. Vivienne, Paris

1155-2

## JAPAN.

(FROM OUR CORRESPONDENT)

TOKYO, October 4th.

CLEAR NO THE COMMERCIAL PATH.

The abrogation of the Sipingkai Protocol concluded between the Japanese and Russian military forces in Manchuria shortly after the Portsmouth Treaty of Peace was signed, may be regarded as an important step forward in the path of commercial progress in Manchuria, but more important, perhaps, as an indication of the desire of Japan and Russia to carry out the promises made in the Treaty of Portsmouth. The fact that this convention existed seems almost to have been forgotten by the world at large, for the news of its abrogation appears to have created such an impression that it has already been telegraphed from Europe in a form showing that the sender was under the belief that some new treaty had been concluded between the Russian and Japanese authorities in Manchuria. The treaty, consisting only of a few lines, was an example of what the public in general, with only a little knowledge of the military situation in Manchuria, might have expected. It simply provided that the "entrance of outsiders into the area within the disposition of both armies being considered inconvenient, no person, except the inhabitants of that locality, shall be allowed to proceed from the district of one army to that of the other without the mutual consent of the military authorities." It is only fair to say that Japan has shown herself ready to abolish these restrictions and give travellers free access to the territory—for some time past, but Russia has continued to enforce them. Now that this barrier is broken down, however, it widens the field of the commercial pioneer, though whether merchants will be eager to seize the opportunity is another matter. They may rest satisfied with the knowledge that they now at least have the right to go there if they wish.

THE SOUTH MANCHURIA ENTERPRISE.

The foreign investing public will follow with unusual interest the development of the South Manchuria Railway Company, whose shares have now been subscribed for to exceed by Japanese. Owing to the Chinese holding aloof, all the capital will be Japanese. To begin with, of the total capital of the company, £2,000,000, the Japanese Government subscribes one half in the form of the present railways and mines in South Manchuria in the possession of the Government. The value of these properties is estimated at £1,000,000. The other half will be raised in shares and debentures. The present initial issue of shares, which are already over-subscribed, amounts to £2,000,000 in 100,000 shares. It was never anticipated that subscriptions would be large among the Chinese.

The Tatar General at Mukden states that their intention is partly owing to lack of capital and partly to the fear that the Chinese will not be treated with justice by the Japanese shareholders. He suggests that in order to prevent the line from becoming entirely Japanese the Central Government should take a portion of the shares. It is unfortunate that such a feeling should prevail among the Chinese, but it is worth pointing out that the Japanese Government originally proposed that China take a share. There remains the sum of £800,000 to be subscribed and the bulk of this, it is hoped, will be taken up by foreign capital in debentures, this being one of the objects of Mr. Takahashi's present mission to New York and London. When the idea of the South Manchuria Railway Company was first mooted it did not create much enthusiasm among the rank and file of investors in Japan but that is all changed now. The result was only to be expected in an enterprise of so national a character, part and parcel of the Government's policy in Manchuria. And yet the private citizen might well hesitate to invest, except on patriotic grounds, for though the company might prove an excellent Government investment it may easily fail to pay the 6 per cent, which the Government guarantees on the shares held by the public.

YANGTSE HARBORING TRADE.

In a telegram dispatched hence on the 22nd ult. your correspondent reported the pending amalgamation of the China services of four Japanese steamship companies, with a view to putting a stop to the injurious competition that is now prevailing—quite as keenly among the Japanese themselves as between these companies and those of other nationality. The companies concerned are the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Nippon Kaisha, and Daiichi Kaisha, and further inquiry shows that for the time being it is only contemplated to combine the Yangtze services. Japan's principal competitors in this district are the Chinese and British companies, and here amalgamation is advisable, for while singly the four companies are weak, combined they will be powerful. The services of each company are only very small, as required by the trade of the river. For example, the Daiichi Steamship Company, engaged exclusively in this trade, has a fleet of 30 vessels, 15 of which are steamers practically "tugs," and the entire tonnage only 1,020. The capital of this company is £100,000. The Nippon Yusen is also engaged exclusively in the Yangtze trade, with a paid-up capital of £750,000 and three steamers of an aggregate tonnage of 3,375. The O. S. K. does the largest business on the river with six vessels of 11,500 tons and with a property valuation in this district of £3,000,000. Finally, the N. Y. K. has the same amount of capital invested in its Yangtze service, namely £4,000,000, but only two steamers, each of about 950 tons. The total working capital of the four companies therefore is £8,850,000 and a tonnage of about 17,000. It will be seen from these figures that it is to the advantage of the Japanese to amalgamate. Afterwards it is intended to increase the capital to £13,000,000 and extend the fleet. The amount of Government subsidy now being paid

to these companies—excluding the Daiichi—is £500,000, and this also will probably be increased after amalgamation. In the past Japanese steamship companies have shown much enterprise in the China trade, and considering the amount of out-rate competition now being carried on, a combine such as that contemplated by the four companies mentioned is a measure dictated chiefly by the necessities of the case.

## GREAT BRITAIN AND CHINA.

The Globe says:—The unanswerable memorandum presented to the Foreign Office by that important commercial organization, the China Association, is so replete with pregnant matter that full justice cannot be done to it in the space we accord to extracts in another column. This grave indictment requires to be read line upon line; it forms a connected history of one of the most deplorable instances of future fecklessness to be found in our long dealings with the Celestial Empire. There have been brief periods, as when Lord Palmerston conducted the foreign policy of this country, when vigorous action marked our action, and when the Court of Peking learned the necessity of fulfilling its pledges. But those demonstrations of strength and of resolve to use it when required, have lately acquired a morose and morbid character, with the result that among the Great Powers, having interests in the Far East none is so lightly regarded at Peking as England. We assert with entire confidence that the Wai-wu-pai would not have dared to treat Germany, France, or even Russia, shattered as she is, with the insulting effrontery and bad faith which the China Association puts in evidence. The virtual suppression of Sir Robert Hart as Inspector-General of Chinese Customs was made worse by the impudent denial of Prince Ching that there was any change in his official position. As the memorandum tersely puts it, "the adequacy of an assurance that no change would be effected by the terms of a decree which actually constituted a new authority with undefined powers was apparently questionable." It was more than that; it was a flout for England, and so intended by its authors, in the conviction that no other European nation could be so easily insulted.

But it does not stop at that; the Peking Court should have acted in the manner its history is full of similar attempts to discredit foreigners generally by belittling them in one way or another. It is the confirmed opinion of the governing classes that this display of unbridled contempt for the outer barbarians forms the best method of preserving the old tradition that the Middle Kingdom rules the world. For a brief while the outcome of the war with Japan threw the stereotyped "sagacity" of the mandarins, but as soon as the memory had died down, all the ancient apparatus for "making face" was furnished up and reproduced. Then was the time for British diplomacy to be on the alert, with a heavy foot ready to be planted down, firmly and resolutely. But instead of reacting to that Palmerstonian method of upholding English influence and prestige, Peking, Downing Street merely accepted an explanation of Sir Robert Hart's official effacement which was no explanation whatever. A little Prince Ching unobtrusively affirmed, on the one hand, that there would be no diminution of his controlling power over the highly efficient service he had brought into being, the Wai-wu-pai "intimated" frankly that the new Administration would have their hands free to effect any changes they may consider fit. And there the controversy ended—only for the moment, we hope—with Chinese duplicity and bad faith victorious all along the line.

When it is borne in mind that the continuance of Sir Robert Hart in supreme control of the Customs is a treaty-right, and that the Peking Government has borrowed some fifty millions sterling in the European money market on that security, no proof is required of the urgency of prompt action. Unhappily, Sir Edward Grey appears to be blind to that necessity; the very atmosphere of Downing Street seems to be infected with lethargy and humility whenever Far Eastern politics intrude on official attention. It has suffered from that evil for many years, irrespective of the party complexion of the Government. Even Lord Salisbury, strong as he proved himself in the European arena, frequently displayed weakness in connection with China, and although Lord Lansdowne was a well-deserved laureate for arranging the Anglo-Japanese Alliance, it cannot be said that he accomplished any large measure of success in restoring British ascendancy on the Peking. And so it has been with the present Foreign Secretaries, almost unvaryingly from the date when other European nations began to regard the unwieldy Empire as their destined inheritance. Up to that time, English international supremacy was recognized by the Mandarins, and they reluctantly accommodated themselves to that position. But the entire situation has changed, greatly to our disadvantage, in many respects, and the course of events will become still more disastrous if Chinese policy with determination and courage. Sir Edward Grey has a splendid opportunity for personal distinction, but it will assuredly pass unutilized if he continues to trim his sails to catch the breeze of Little Englanders at home and of intriguing Courts abroad.

## WITCHCRAFT HORRORS.

UNSPEAKABLE CRUELTY TO NATIVES IN THE EAST.

The belief in witchcraft has a firm hold on the Eastern mind, and some terrible accounts of the suffering caused through the sorcerer's arts may be found in the *Indian Mail*.

At Ganjam several men were tried for the murder of a suspected sorcerer, and received various severe sentences. The victim was supposed to have the power of compassing the death of his enemies, and cholera having attacked his village, he was thought to be responsible for the outbreak. He was accordingly invited to attend the funeral of one of the victims of the disease, and while the natives sat round the funeral pyre drinking arrack, the sorcerer was murdered and his body cast on the pyre and cremated at once. Even in Calcutta horrible cruelty is perpetrated by the native doctors, and one has recently been charged with the death of an old coolie woman. She had gone out of her mind, but was harmless. The man, Duss, offered to cure her for 50 rupees. He said she was not mad, but had a devil, which he would drive out. The neighbours agreed to pay him, and the woman was brought to him one night. Duss made a circle of straw and placed the woman within it. Then he took some mustard seed, a human skull, and a rag steeped in resin. He set fire to the straw, muttered incantations, and threw the mustard seed over the woman, bidding her name the devil. She caught fire and ran away but he had her brought back and explained away her cries as being those of the devil in her. Three days later the witchdoctor was brought before the Court on a charge of culpable homicide.

**Brimful of Nourishment**

**PLASMON**

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &c.)

## AVERAGE MARKET PRICES.

The Prices are given in Dollar Cents.

## BUTCHER MEAT.

October 15th.

Met Lung Pa Yuk—Beef, sirloin

prime cut ..... lb. 23

Ham Ngau Yok—Corned Beef ..... 23

Shau Ngau Yok—Boiled Beef ..... 20

Ngau Lam—Breast of Beef ..... 15

Tong Yok—Beef for soup ..... 15

Ngau Yok Pa—Beef Steak ..... 20

Ngau Yok Chong—Steaks ..... 25

Ngau Lok—Beef's Brisket per set lb. 10

Ngau Lok—Beef Steak Sirloin ..... 30

Ngau Lok—Bullock's Tongue, fresh ..... 50

Ham Ngau Lok—canned ..... 55

Ngau Lok—Bullock's Head ..... 80

Ham Ngau Lok—Beef Lump ..... 12

Ham Ngau Lok—Beef Lump, salt ..... 20

Ngau Lok—Bullock's Feet ..... 10

Ngau Lok—Bullock's Kidney ..... 10

Ngau Lok—Bullock's Tail ..... 17

Ngau Lok—Bullock's Liver ..... 12

Ngau Lok—Bullock's Tripe ..... 7

Ngau Lok—Bullock's Calves' head and feet ..... 10

Ngau Lok—Bullock's Mutton Chop ..... 10

Ngau Lok—Bullock's Mutton Shoulder ..... 22

Ngau Lok—Bullock's Mutton Head per set lb. 55

Ngau Lok—Bullock's Heart ..... 10

Ngau Lok—Bullock's Kidney ..... 10

Ngau Lok—Bullock's Liver ..... 12

Ngau Lok—Bullock's Tripe ..... 7

Ngau Lok—Bullock's Calves' head and feet ..... 10

Ngau Lok—Bullock's Mutton Chop ..... 10

Ngau Lok—Bullock's Mutton Shoulder ..... 22

Ngau Lok—Bullock's Mutton Head per set lb. 55

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Ngau Lok—Bullock's Tripe ..... 7

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Ngau Lok—Bullock's Mutton Shoulder ..... 22

Ngau Lok—Bullock's Mutton Head per set lb. 55

Ngau Lok—Bullock's Heart ..... 10







# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS                               | TO SAIL               | REMARKS.                      |
|--|--|-----------------------|-------------------------------|
| KOBE AND YOKOHAMA  | CEYLON<br>Capt. G. W. Babot, R.N.R.    | About 16th<br>October | Freight and<br>Passage.       |
| SHANGHAI   | DELTA<br>Capt. C. L. Daniel            | About 18th<br>October | Freight and<br>Passage.       |
| LONDON, &c., via Usual Ports<br>of Call  | DELHI<br>Capt. J. D. Andrews, R.N.R.   | Non, 20th<br>October  | See Special<br>Advertisement. |
| LONDON and ANTWERP<br>via SINGAPORE, PENANG,<br>COLOMBO, PORT SAID and<br>MARSEILLES | MANILA<br>Capt. A. W. Anderson, R.N.R. | About 24th<br>October | Freight and<br>Passage.       |

Hongkong, 11th October, 1906.

E. A. HEWETT,  
Superintendent.

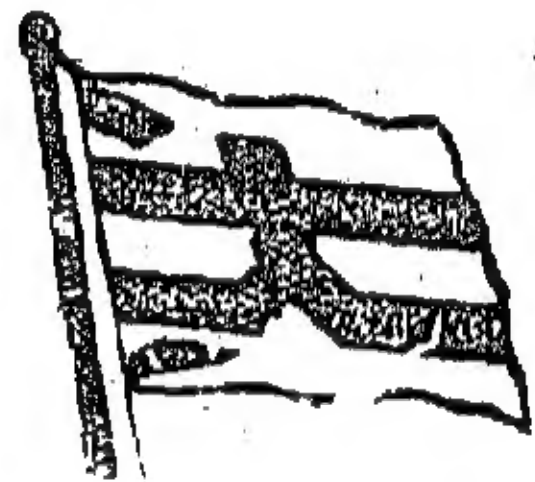
# CHINA NAVIGATION CO. LIMITED.

| FOR   | STEAMERS    | TO SAIL          |
|---|-------------|------------------|
| SWATOW, WEIHAIWEI, CHEFOO<br>and TIENTSIN   | "HUICHOW"   | On 16th October. |
| SHANGHAI and CHINKIANG  | "TIENTSIN"  | On 16th October. |
| MANILA, ZAMBOANGA, PORT<br>DARWIN, THURSDAY ISLAND,<br>COOK TOWN, CAIENS,<br>TOWNVILLE, BRISBANE,<br>SYDNEY and MELBOURNE | "CHINGTU"   | On 17th October. |
| CEBU and ILOILO   | "SUNGKIANG" | On 18th October. |
| YOKOHAMA and KOBE   | "TAIYUAN"   | On 19th October. |
| SHANGHAI  | "YUENANG"   | On 20th October. |
| SHANGHAI  | "YUENANG"   | On 24th October. |

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified  
European is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 13th October, 1906.

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# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

| FOR                                  | THE CO'S S.S.               | LEAVING                             |
|--------------------------------------|-----------------------------|-------------------------------------|
| TAKAO via ANPING,<br>SWATOW AND AMOY | "QUARTA"<br>Capt. H. Madsen | WEDNESDAY, 17th<br>Oct., at 10 A.M. |

\* These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office,  
at Second Floor, No. 1, Queen's Buildings.  
Hongkong, 14th October, 1906.

T. ARIMA, Manager.

[14]

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,560 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,  
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

[1899]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.             | SAILING DATES.      |
|-----------------------|---------------------|
| PRINZ LUDWIG          | WEDNESDAY 19th Oct. |
| PRINZESS ALICE        | WEDNESDAY 26th Nov. |
| ROON                  | WEDNESDAY 3rd Dec.  |
| BUELOW                | WEDNESDAY 19th Dec. |
| PRINZ REGENT LUITPOLD | WEDNESDAY 2nd Jan.  |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 16th Jan. |
| SEYDLITZ              | WEDNESDAY 30th Jan. |
| PRINZ HEINRICH        | WEDNESDAY 13th Feb. |
| GNEISENAU             | WEDNESDAY 27th Feb. |
| PREUSSEN              | WEDNESDAY 13th Feb. |

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon the Steamship  
"PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE  
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 22nd Oct. Cargo and  
Specie will be received on Board until 5 p.m. on TUESDAY, the 23rd Oct. and  
Passengers of Passage are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
When can be washed on board.  
RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$21 0 0, 2nd Class \$11 0 0, 3rd Class \$6 0 0.  
TO NAPLES, GENOA AND GIBRALTAR return 91 0 0, 83 0 0, 33 0 0.  
TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG return 97 0 0, 89 0 0, 39 0 0.  
\* TO NEW YORK VIA SUEZ  
VIA NAPLES, GENOA OR GIBRALTAR return 64 0 0, 44 0 0, 23 0 0.  
VIA BREMEN OR SOUTHAMPTON return 115 0 0, 79 0 0, 47 0 0.  
\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to Bremen as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, &c., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERPRETATION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the S. N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMER         | SAILING DATES       |
|-----------------|---------------------|
| SANDAKAN        | THURSDAY, 18th Oct. |
| WILLIHAD        | TUESDAY, 13th Nov.  |
| PRINZ SIGISMUND | TUESDAY, 11th Dec.  |

ON THURSDAY, the 18th OCTOBER, at Noon, the Steamship "SANDAKAN,"  
Captain G. Weddig, with Mails, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
Lines can be washed on board.

| RATES OF PASSAGE MONEY FROM HONGKONG:         | 1st Class | 2nd Class | 3rd Class | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|-----------|-----------|-----------|
| TO MANILA                                     | \$50.00   | \$30.00   | \$20.00   | return    | \$80.00   | \$50.00   |
| TO NEW GUINEA                                 | \$28.00   | \$18.00   | \$14.00   | return    | \$42.00   | \$27.00   |
| TO BRISBANE                                   | \$29.00   | \$20.00   | \$14.00   | return    | \$54.00   | \$36.00   |
| TO SYDNEY                                     | \$33.00   | \$23.00   | \$16.00   | return    | \$59.00   | \$41.00   |
| TO MELBOURNE                                  | \$34.00   | \$24.00   | \$16.00   | return    | \$62.00   | \$44.00   |
| TO YOKOHAMA                                   | \$30.00   | \$20.00   | \$14.00   | return    | \$50.00   | \$32.00   |
| TO KOBAYAMA and back from KOBE<br>to HONGKONG | \$140.00  | \$100.00  |           |           |           |           |

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the O. & O.S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE

|                             |                      |
|-----------------------------|----------------------|
| SHANGHAI, NAGASAKI, "ROON"  | Wednesday, 24th Oct. |
| KOBE & YOKOHAMA, "WILLIHAD" | Wednesday, 24th Oct. |
| YOKOHAMA and KOBE, "BUELOW" | Wednesday, 7th Nov.  |

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O.S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—  
1st Class  
To London via Plymouth or Southampton £62 0 0.  
To Bremen 63 10 0.  
To Paris via Cherbourg 65 0 0.  
To Naples, Genoa via Gibraltar 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS &amp; CO., AGENTS.

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# PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOHRS & CO.,  
AGENTS.

Hongkong, 12th October, 1906.

[1905]

# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF UNDER  
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA TO VANCOUVER.  
18 DAYS HONGKONG TO VANCOUVER.

| R.M.S.              | PROPOSED SAILINGS | (Subject to Alteration) | LEAVE HONGKONG | ARRIVE VANCOUVER |
|---------------------|-------------------|-------------------------|----------------|------------------|
| "TAITAR"            | 4,425             | SATURDAY                | 20th Oct.      | 12th Nov.        |
| "EMPERESS OF CHINA" | 6,000             | THURSDAY                | 25th Oct.      | 12th Nov.        |
| "EMPERESS OF INDIA" | 6,000             | THURSDAY                | 22nd Nov.      | 10th Dec.        |
| "ATHENIAN"          | 3,882             | WEDNESDAY               | 28th Nov.      | 22nd Dec.        |
| "EMPERESS OF JAPAN" | 6,000             | THURSDAY                | 20th Dec.      | 7th Jan.         |
| "MONTEAGLE"         | 6,163             | WEDNESDAY               | 26th Dec.      | 19th Jan.        |

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
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SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 6,443, M. Yagi,

8th Oct.—Shanghai 3rd October, General

Nippon Yusen Kaisha.

AMARA, British str., 1,511, F. J. Matlock, 12th

Oct.—Manila 6th Oct., Ballast—Jardine,

Matheson &amp; Co.

AMERICA MARU, Japanese str., 3,460, Philip

Goings, 18th Oct.—San Francisco 14th

Sept., General.—Toyo Kisen Kaisha.

BRUNN TIGER, French str., 934, G. Roulet,

3rd Oct.—Bangkok 25th Sept., Rice—

Arnhold, Karberg &amp; Co.

BOURBON, French str., 991, La Bail, 29th

September—Saigon 24th Sept., Rice—

Chines.

CASTOR, Norwegian str., 775, John Martin,

12th Oct.—Laukat 2nd October, via

Singapore 5th October, Koro ene.—Geo.

McElin.

CATHERINE APCAR, British str., 1,730, W. D.

A. Thomas, 10th Oct.—Singapore 4th Oct.,

General.—David Sassoon &amp; Co.

CEYLON, British str., 237, G. W. Babot, 12th

Oct.—London 11th August, and Calcutta

29th September, Coals and General.—P. &amp;

O. S. N. Co.

CHILDAS, Norwegian str., 1,102, H. Nielsen,

1st Oct.—Bangkok 14th Sept., General—

Nippon Yusen Kaisha.

CHOWAT, German str., 1,151, W. Mollerma,

15th Sept.—Bangkok 9th Sept., General—

Butterfield &amp; Swire.

DEVA WONGSE, German str., 1,262, T. V. Brink,

5th Sept.—Bangkok 27th Aug. and Hoihow

3rd Sept., Rice and Meat.—Norddeutscher

Lloyd.

EMMA LUYKE, German str., 1,159, G. Conrad,

16th July—Mauritius 22nd May, Sugar—

Chines.

EMPERESS OF CHINA, British str., 3,046, H.

Arnhold, 23rd Sept.—Vancouver 4th Oct.,

Mail and General.—C. P. R. Co.

ESKASONG, British str., 1,470, W. McBarrie,

12th Oct.—Manila 13th Sept., Ballast—

Order.

FRITHJOF, Norwegian str., 89, H. A. Harald-

sen, 14th Oct.—Amoy and Swatow

13th Oct., General.—Osaka Shosen Kaisha

GLENNALL, British str., 1,443, Kinghorn,

8th October—Singapore 29th September,

Chines.

HAIMUN, British str., 635, A. J. Robson, 14th

Oct.—Fochow 11th Oct., Amoy 12th and

Swatow 13th, General.—Douglas Laprak

&amp; Co.

HANOI, French str., 730, P. Marles, 14th Oct.

—Hoihow and Hoihow 14th Oct., General—

A. E. Marty.

HAWK, Norwegian str., 498, Ed. Olsen, 3rd Oct.

—Moj 26th Sept. and Shimonski 28th,

Coal—Asgard, Thorsen &amp; Co.

HILARY, German str., 2,276, H. Uecker, 13th

Sept.—Sourabaya 23rd August, Sugar—

Sander, Wieler &amp; Co.

HVE, French str., 705, J. Pannier, 11th Oct.

—Hoihow, Pakhoi, Hoihow and Kwang-

chow 14th Oct., General and Pig—

A. E. Marty.

HUTCHIN, British str., 1,217, E. Forsyth, 6th

October—Tientsin via Ports 22nd Sept.,

General.—Butterfield &amp; Swire.

JOHANN, German str., 952, Island, 14th Sept.

—Swatow 14th Sept.—Jensen &amp; Co.

KALCHER, British str., 2,154, Walker, 2nd

Aug.—Newcastle 12th July, Coal—Arn-

hold, Karberg &amp; Co.

KARIN, Swedish str., 693, G. Pettersen, 12th

October—Shanghai 5th October, Ballast—

Asgard, Thorsen &amp; Co.

KWANGTAI, Chinese str., 1,536, John, 14th

October—Shanghai 10th Oct., General—

Chines.

LAINAM, British str., 3,460, P. M. B. Lake,

4th Oct.—Calcutta 19th Sept. and Straits

2nd, General.—Jardine, Matheson &amp; Co.

LOYAL, German str., 1,237, F. N. N. N. N., 12th

October—Bangkok 4th October, Rice—

Sander, Wieler &amp; Co.

MACHIN, German str., 936, Toller, 14th Oct.

—Bangkok 6th Oct., Rice and Lumber—

Butterfield &amp; Swire.

MASAKI, Japanese str., 703, I. Sakurai,

11th Oct.—Tientsin 10th Oct., General—

Osaka Shosen Kaisha.

MATILDE, German str., 831, N. Schumann,



